

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, SW., Room
617, Washington, D.C. 20591

Federal Aviation Administration,
Western-Pacific Region, Airports
Division, Room 3012, 15000 Aviation
Boulevard, Hawthorne, California
90261

Federal Aviation Administration, San
Francisco Airports District Office, 831
Mitten Road, Burlingame, California
94010-1303

Mr. Robert C. White, Director of
Aviation, Airport Authority of
Washoe County, Nevada, Box 12490,
Reno, Nevada 89510

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on June
13, 1995.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 95-15891 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-13-M

T.F. Green State Airport; Providence, Warwick, RI; Noise Exposure Map Notice

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation
Administration (FAA) announces its
determination that the noise exposure
maps submitted by Rhode Island
Department of Transportation (RIDOT)
for T.F. Green State Airport under the
provisions of Title I of the Aviation
Safety and Noise Abatement Act of 1979
(Pub. L. 96-193) and 14 CFR Part 150
are in compliance with applicable
requirements.

EFFECTIVE DATE: The effective date of the
FAA's determination on the noise
exposure maps is June 15, 1995.

FOR FURTHER INFORMATION CONTACT: John
Silva, FAA New England Region, 12
New England Executive Park,
Burlington, Massachusetts 01803.

SUPPLEMENTARY INFORMATION: This
notice announces that the FAA finds
that the noise exposure maps submitted
for T.F. Green State Airport are in
compliance with applicable
requirements of Part 150, effective June
15, 1995.

Under section 103 of the Aviation
Safety and Noise Abatement Act of 1979
(hereinafter referred to as "the Act"), an
airport operator may submit to the FAA
noise exposure maps which meet

applicable regulations and which depict
noncompatible land uses as of the date
of submission of such maps, a
description of projected aircraft
operations, and the ways in which such
operations will affect such maps. The
Act requires such maps to be developed
in consultation with interested and
affected parties in the local community,
government agencies, and persons using
the airport.

An airport operator who has
submitted noise exposure maps that are
found by FAA to be in compliance with
the requirements of Federal Aviation
Regulations (FAR) Part 150,
promulgated pursuant to Title I of the
Act, may submit a noise compatibility
program for FAA approval which sets
forth the measures the operator has
taken or proposes for the reduction of
existing noncompatible uses and for the
prevention of the introduction of
additional noncompatible uses.

The FAA has completed its review of
the noise exposure maps and related
descriptions submitted by RIDOT. The
specific maps under consideration are
Figure 6-1, 1993 Baseline DNL
Contours, and Figure 6-7, 1998 Forecast
DNL Contours Using Airport Master
Plan Forecasts, each of which is
published in "Revised Noise Exposure
Maps for T.F. Green State Airport",
dated April 1995. FAA has determined
that these maps for T. F. Green State
Airport are in compliance with
applicable requirements. This
determination is effective on June 15,
1995. FAA's determination on an airport
operator's noise exposure maps is
limited to a finding that the maps were
developed in accordance with the
procedures contained in appendix A of
FAR Part 150. Such determination does
not constitute approval of the
applicant's data, information or plans,
or a commitment to approve a noise
compatibility program or to fund the
implementation of that program.

If questions arise concerning the
precise relationship of specific
properties to noise exposure contours
depicted on a noise exposure map
submitted under section 103 of the Act,
it should be noted that the FAA is not
involved in any way in determining the
relative locations of specific properties
with regard to the depicted noise
contours; or in interpreting the noise
exposure maps to resolve questions
concerning, for example, which
properties should be covered by the
provisions of section 107 of the Act.
These functions are inseparable from
the ultimate land use control and
planning responsibilities of local
government. These local responsibilities
are not changed in any way under Part

150 or through FAA's review of noise
exposure maps. Therefore, the
responsibility for the detailed
overlaying of noise exposure contours
onto the map depicting properties on
the surface rests exclusively with the
airport operator which submitted those
maps, or with those public agencies and
planning agencies with which
consultation is required under section
103 of the Act. The FAA has relied on
the certification by the airport operator,
under section 150.21 of FAR Part 150,
that the statutorily required consultation
has been accomplished.

Copies of the noise exposure maps
and of the FAA's evaluation of the maps
are available for examination at the
following locations:

Federal Aviation Administration, New
England Region, Airports Division, 16
New England Executive Park,
Burlington, Massachusetts 018033

Rhode Island Airport Corporation, T. F.
Green State Airport, Warwick, Rhode
Island 02886

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Burlington, Massachusetts, June
15, 1995.

Vincent A. Scarano,

*Manager, Airports Division, New England
Region.*

[FR Doc. 95-15892 Filed 6-27-95; 8:45 am]

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Notice of Public Conference

AGENCY: Federal Aviation
Administration, DOT.

SUMMARY: This notice announces an
International Conference on Cabin
Safety Research, which is being held by
the Federal Aviation Administration
(FAA) for the purpose of presenting the
agency's Cabin Safety Research Program
(CSRP) plan, and soliciting input from
the public on the content of the plan.
The CSRP and the conference are being
jointly sponsored by the Joint Aviation
Authorities (JAA) of Europe, and
Transport Canada Aviation (TCA).

DATES: The Conference is scheduled for
Tuesday thru Thursday, November 14-
16, 1995. Registration will begin at 7:30
a.m., November 14 and the Conference
will begin at 8:30 a.m.

REGISTRATION: Persons planning to
attend the public conference are
encouraged to pre-register by contacting
the person identified later in this notice
as the contact for further information.
Pre-registration is requested by October
13, 1995.